

CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY

COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Railroad Bridge across the Elbe River

25X1A

EVALUATION [REDACTED]

OBTAINED [REDACTED]

RETURN TO CIA
LIBRARY

25X1A

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 30 August 1950

25X1A REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) 3 - 1 photostats
1 sketch on ditto

REMARKS

SOURCE [REDACTED]

EVALUATE

25X1C

25X1X

1. The temporary spans of the Elbe River bridge near Wittenberge were replaced by "R" type military war bridge equipment. A sketch of the new spans was obtained in June 1950.
2. A photostat of the sketch of the entire repaired railroad bridge was obtained in July 1950. **
3. On 5 July 1950 a Volkspolizei guardhouse at the eastern arch of the bridge was occupied by a detail estimated at 10 police. Two Volkspolizei sentries carrying carbines patrol the bridge. No AAA emplacements or preparatory work for such emplacements were seen. ***

25X1A

* [REDACTED] Comment. For photostat of the two reconstructed spans (numbers 13 and 14), see Annex 1. Span 13, which is 86 meters long, span 14, which is 41 meters long, and the pier between them were destroyed in April 1945. All other sections were only slightly damaged by shelling. The Soviets replaced the damaged spans with temporary bridge sections which blocked river shipping traffic and which were constantly in danger of being destroyed by drifting ice. In order to reconstruct the bridge on a permanent basis, the temporary section was replaced by two sections of R type military bridge equipment, i.e., dismantable Roth type, double-decker. The new section was wide enough for a double-track, with the result that the second track, filled with planks, could be used for road traffic.

25X1A



** [REDACTED] Comment. For photostat of the entire repaired bridge, see Annex 2. The entire bridge is about 1,200 meters long and has 14 steel spans and 12 brickwork spans. The sketch shows only 10 brick arches, but there are actually 12.

CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY

SECRET/CONTROL/US OFFICIALS ONLY

2

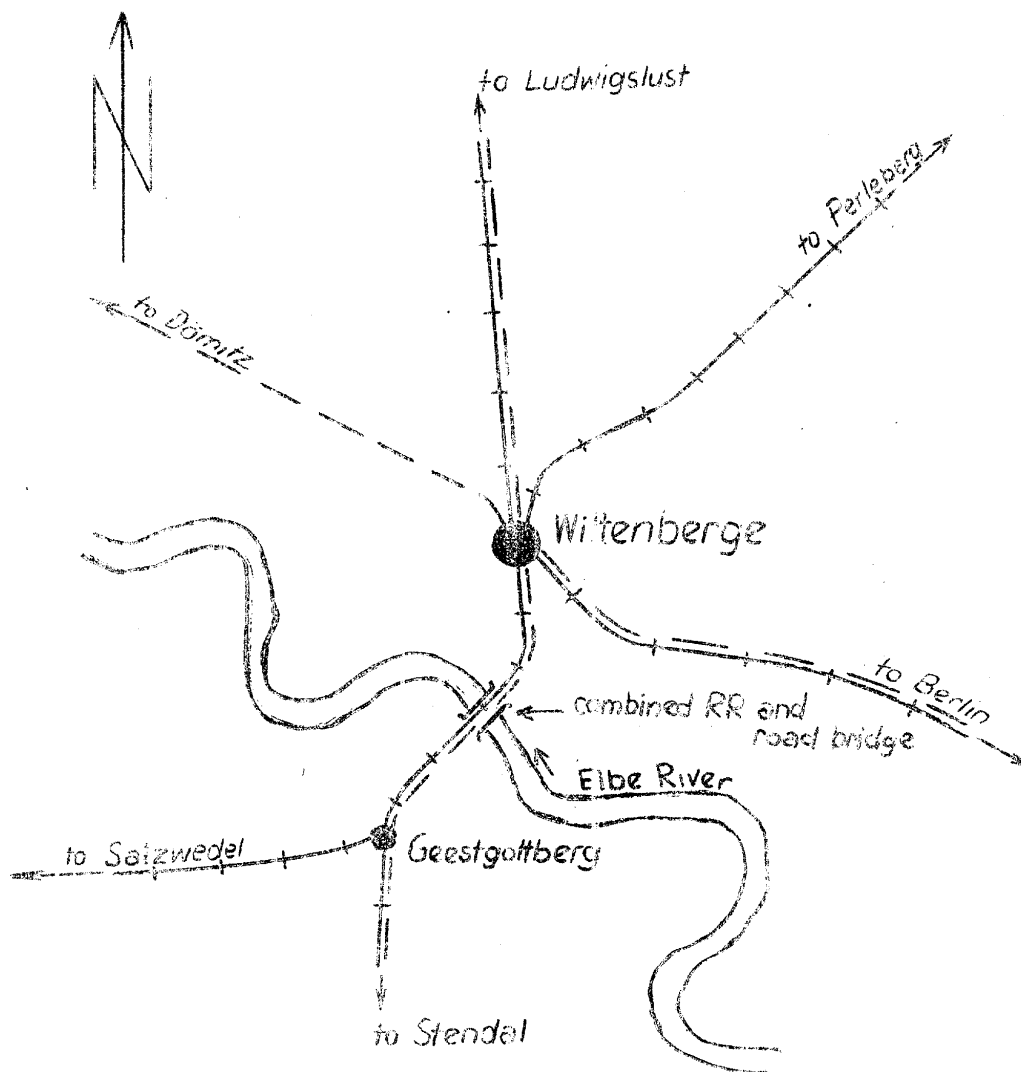
25X1A

***  Comment. The bridge is on the trunk line Wittenberge
25X1A (M 53/Y 69)-Stendal (M 53/Y 85)-Magdeburg (M 53/Y 60) which
was previously double-track, but from which one track has
been removed. For location see Annex 3. Single track rail-
road traffic over the bridge was opened on 3 August 1946,
road traffic on 16 August 1947. Upon Soviet orders the road-
bed of the road bridge section was widened between late
1949 and mid-June 1950.  25X1A

- 3 Annexes :
1. One photostat
 2. One photostat
 3. Combined Railroad and Road Bridge across the
Elbe River near Wittenberge.

SECRET/CONTROL/US OFFICIALS ONLY

Combined Railroad and Road Bridge
across the Elbe River near Wittenberge.

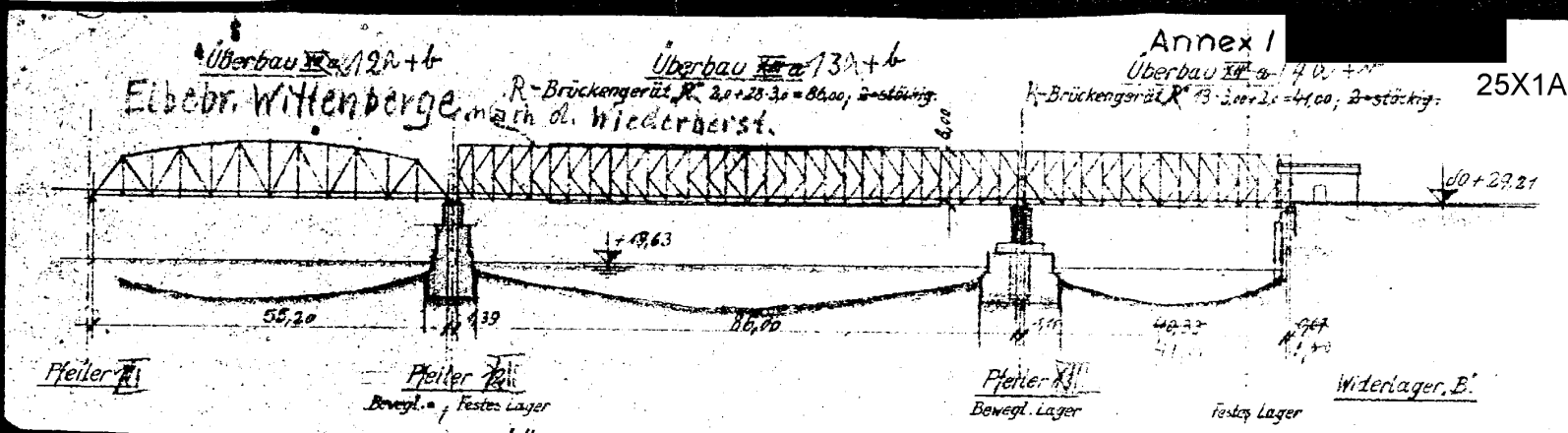


Legend:

- +—+—+— formerly double track, one track dismantled
- +—+— single track
- — — formerly single track, totally dismantled

not to scale

SECRET/CONTROL/US OFFICIALS ONLY



25X1A

CONTROL
U. S. OFFICIALS ONLY

CONTROL
U. S. OFFICIALS ONLY



CONTROL
U. S. OFFICIALS ONLY

25X1A

CONTROL